

ONE HUNDRED FOURTEENTH CONGRESS  
**Congress of the United States**  
**House of Representatives**

COMMITTEE ON ENERGY AND COMMERCE

2125 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-6115

Majority (202) 225-2927  
Minority (202) 225-3641

April 28, 2016

Mr. John Bozzella  
CEO  
Global Automakers  
1050 K Street, N.W.; Suite 650  
Washington, DC 20001

Dear Mr. Bozzella,

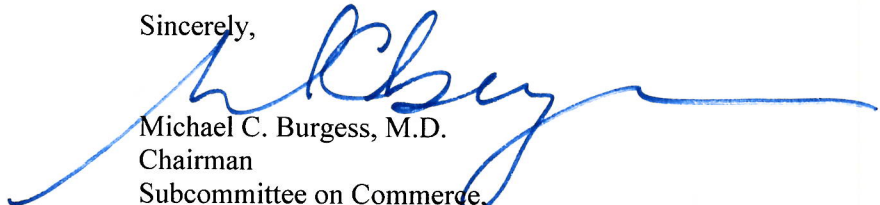
Thank you for appearing before the Subcommittee on Commerce, Manufacturing, and Trade on Thursday, April 14, 2016, to testify at the hearing entitled "NHTSA Oversight."

Pursuant to the Rules of the Committee on Energy and Commerce, the hearing record remains open for ten business days to permit Members to submit additional questions for the record, which are attached. The format of your responses to these questions should be as follows: (1) the name of the Member whose question you are addressing, (2) the complete text of the question you are addressing in bold, and (3) your answer to that question in plain text.

To facilitate the printing of the hearing record, please respond to these questions by the close of business on Thursday, May 12, 2016. Your responses should be mailed to Giulia Giannangeli, Legislative Clerk, Committee on Energy and Commerce, 2125 Rayburn House Office Building, Washington, DC 20515 and e-mailed in Word format to [Giulia.Giannangeli@mail.house.gov](mailto:Giulia.Giannangeli@mail.house.gov).

Thank you again for your time and effort preparing and delivering testimony before the Subcommittee.

Sincerely,



Michael C. Burgess, M.D.  
Chairman  
Subcommittee on Commerce,  
Manufacturing, and Trade

cc: Jan Schakowsky, Ranking Member, Subcommittee on Commerce, Manufacturing, and Trade

Attachment

Attachment - Additional Questions for the Record

**The Honorable Michael C. Burgess, M.D.**

1. As vehicles become increasingly connected and communicate with other vehicles and surrounding infrastructure, what role will encryption play in those communications to protect the security and integrity of those messages? Who would have access to the encryption keys?
2. Rigorous testing of autonomous vehicles is a critical part of certifying that these vehicles are ready for commercial use. Do we have the right regulatory framework in place to allow maximum research and testing of autonomous vehicles?
  - a. How should Congress work with NHTSA and the auto industry to facilitate more testing and research of advanced automotive technologies?
3. Please provide an update on the Auto-ISAC, including current membership, any plans to expand membership, how often the ISAC meets, and any plans to develop cybersecurity best practices and when they will be developed. Please also include how much information sharing is occurring between members of the Auto ISAC and whether any vulnerabilities been uncovered that were not previously known to certain ISAC members through the information sharing process?

**The Honorable Gregg Harper**

1. The FAST Act requires manufacturers to include the name, description, and part number of components or components in its Part 573 report for defects or noncompliance, if a recall involves a defect in a specific component. Can you comment on how your member companies have been able to address the requirements of the passage of the Act?